

DRAFT

## Executive Summary

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metro  
Louisville



### Hurstbourne Transportation Study and Small Area Plan



July, 2007



## **Acknowledgements**

### **Municipal Partners**

Metro Louisville: Julie Raque Adams, District 18 Councilwoman  
City of Hurstbourne  
City of Bellemeade

### **Neighborhood Partners**

City of Hurstbourne  
City of Hurstbourne Acres  
Old Dorsey Place

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Hurstbourne  
Marty Dunn, Commissioner, City of  
Hurstbourne Acres  
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### **Consultant**

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Special thanks to the staff of KIPDA for their extensive help with traffic counts and modeling

July 2007

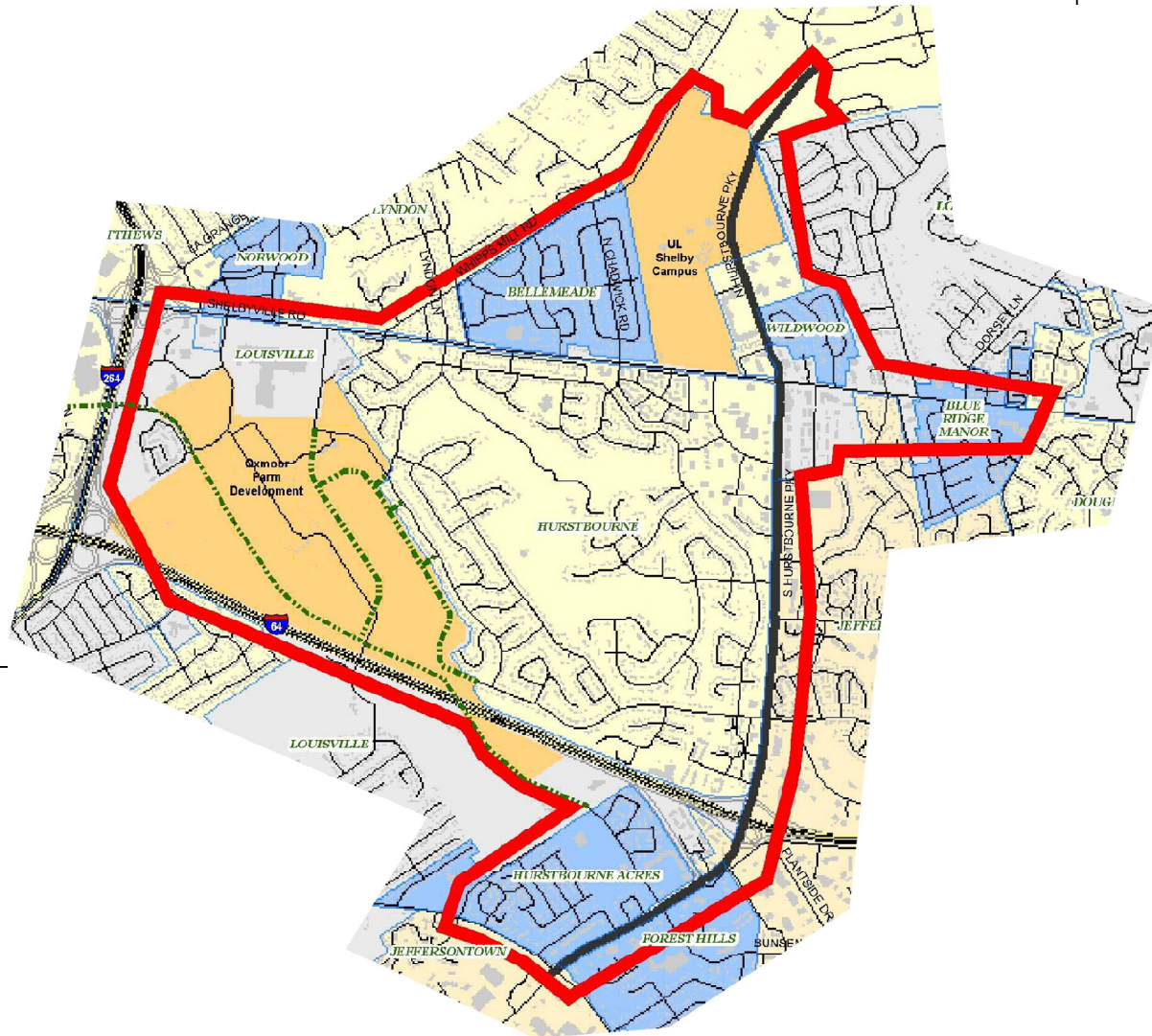
## **Hurstbourne Area Transportation Study and Small Area Plan**

### **Executive Summary**

The Hurstbourne Area Transportation Study and Small Area Plan has been developed to guide mobility improvements and future growth and development in a manner consistent with a community vision for the area. The Plan contains recommendations for future public and private improvements relating to Land Use, Community Character, and Mobility—the three principle elements of the plan. Recommendations for each “Plan Element” have been organized into one of three categories—those requiring changes to the Cornerstone 2020 Comprehensive Plan or the Metro Louisville Land Development Code; those that affect existing policy, establish new policy, or are programmatic in nature, and; recommendations for specific physical infrastructure improvements. For each recommendation, the plan identifies the entity or entities that have primary responsibility for implementation as well as the governmental agencies that would be involved in the implementation process. The plan also recommends a general time frame for implementing each recommendation.

The plan was initiated by Councilwoman Julie Raque Adams and Metro Louisville’s Department of Planning and Design Services in 2004. The recommendations represent the culmination of extensive data collection, analysis and review by the transportation and planning consultant, project staff, and a study advisory team (SAT) appointed by Metro Louisville Mayor Jerry Abramson. The SAT included representatives from area cities, neighborhoods, and businesses, as well as representatives from Council District 18 and various State and Metro Louisville agencies.

The Plan will first be considered for adoption by the Metro Louisville Planning Commission during a regularly scheduled public hearing. After hearing testimony on the plan recommendations, the Planning Commission will make a recommendation to the Louisville Metro Council for its consideration of the Plan. Cornerstone 2020 or the Land Development Code recommendations that are adopted by the Metro Council will become part of Metro Louisville’s Comprehensive Plan, to be considered in future land use decisions within the Hurstbourne study area. The Plan’s infrastructure recommendations support the current and proposed Cornerstone 2020 goals and objectives as well as serving as a starting point for design.



Hurstbourne Transportation Study and Small Area Plan

## Study Area



## Vision Statement

In the year 2025, the Hurstbourne area has become a community that is recognized for its diverse and vibrant centers, stable neighborhoods, community design, and high quality of life.

Bunsen Parkway has been constructed along with the Blowing Tree Way extension to Taylorsville Road. The Hurstbourne and Shelbyville corridors have become parkways in form and function with less linear development and more defined centers. An appropriately designed streetscape that respects the neighborhood character of the area has become equally as important as the need for a safe, functional roadway. Hurstbourne has moved towards a walkable community creating, livable, unified, high quality street environments. Sidewalks and bike paths have been incorporated into new developments, creating a viable bicycle and pedestrian network throughout the area making recreational facilities including the area's park system, more accessible. The street network has become "user friendly" for all ages. The City of Hurstbourne has taken active control of its own future to improve traffic and quality of life in the city. Traffic has been relieved on all corridors in the area through a variety of improvements including sound access management, allowing shoppers and employees to travel with ease without adversely impacting area residents. Proper use of traffic control and safety devices combined with sufficient enforcement of traffic regulations has reduced accidents and improved traffic flow. The area is served by a highway network that effectively balances safety and efficiency while cut-throughs has been minimized in residential areas. Safe and efficient access from Oxmoor Mall and St. Matthews Mall has also been developed.

The Hurstbourne area is still the center of regional activity, providing retail and employment opportunities while providing a range of housing options including a reinvented "Town Center" with a residential component. The individual needs of all users (commercial, residential, institutional, etc.) have been distinguished and are respected. A vibrant neighborhood quality of life has been maintained through an expanded residential base led by the development of Oxmoor Farm where single family and multi-family for sale and for rent products have been appropriately balanced. Sound land use planning had provided the opportunity for residents to meet their daily needs without having to leave the immediate area, including a mix of uses targeting an aging population. The Filson Club has become an important voice in preserving and protecting the character of the area, having taken occupancy of the historic home and preservation tract on Oxmoor Farm.

Community Design plays an important role in all development in the Hurstbourne study area. The area has established a strong identity defined by its unified neighborhoods and its collection of well designed mixed use institutional, retail, and office developments such as University of Louisville's Shelby Campus and Oxmoor Farm. The area has become focused on aesthetics including its road corridors and promoting a mix of architectural styles to help create community character. The open space network envisioned in the Oxmoor Farm master plan has begun to take shape with a greenway trail along Beargrass Creek connecting and helping unify the area's varying land uses. Protections have been provided to create a quiet, peaceful environment within residential areas.

## Land Use Recommendations

Short: 0-2 years; Medium: 2-5 years; Long: >5 years

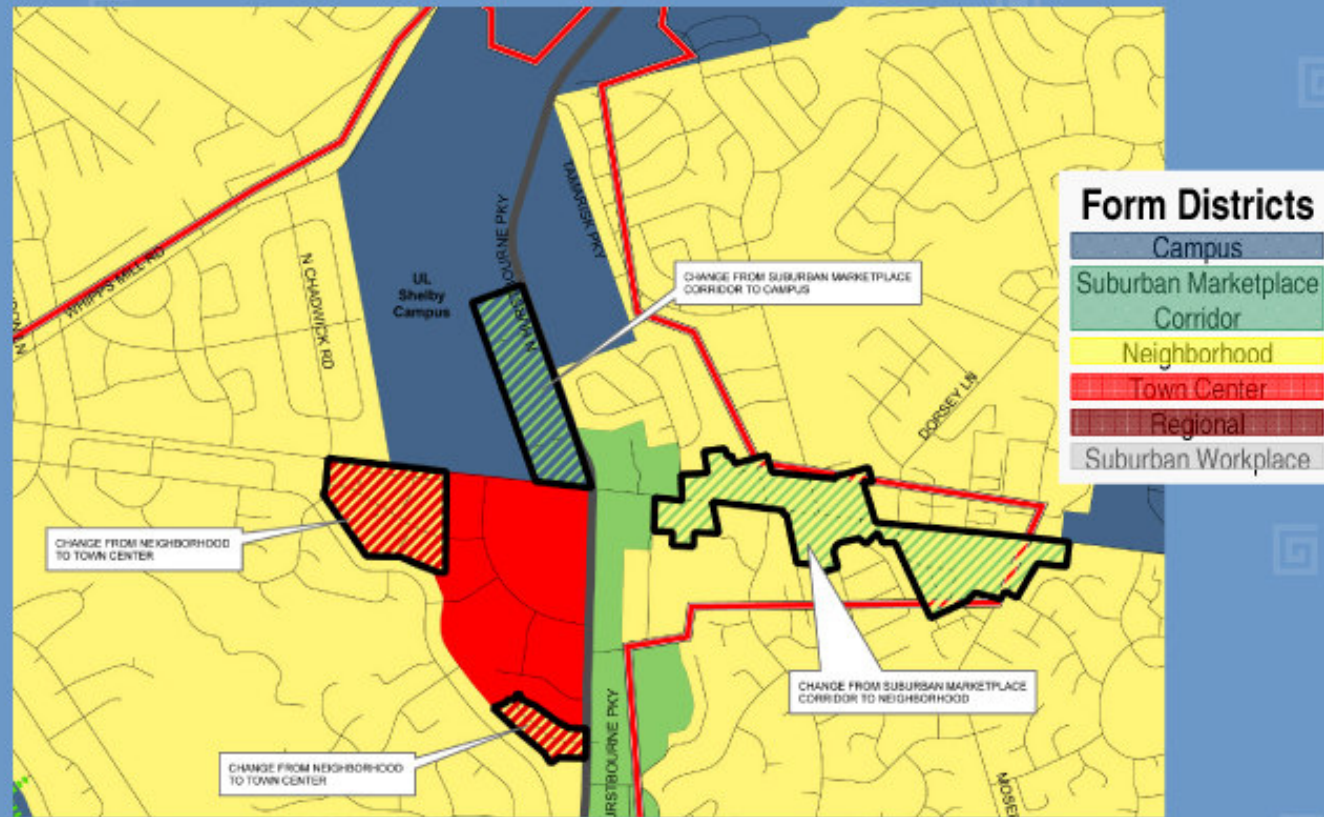
The study area represents a broad mix of residential, office, and retail development, much of which appeared over the last 3 decades in response to transportation infrastructure improvements. As non-residential development in the area expanded, often linearly along the Shelbyville and Hurstbourne corridors, the character and function of the area's established residential communities was diminished. The following land use recommendations are intended to help restore a balance between the area's neighborhoods and business districts, by strengthening the character and function of each, while ensuring appropriate edges and transitions between each.

Cornerstone 2020, Metro Louisville's comprehensive plan for growth and development, introduced the concept of Form Districts as a tool for categorizing land use based on its physical form. While zoning districts control land uses and densities allowed within a given area, Form Districts prescribe the physical standards, including building placement, scale, and massing that set the character or pattern of development for an area. Many of the land use recommendations contained in the Hurstbourne Area Plan address current and future Form Districts.

	Recommendation	Implementation Responsibility/Agency Involvement	Timeframe
<b>Cornerstone 2020/LDC</b>			
LU-1	Revise Town Center Form District to include the multi-family to the south and northwest. Further expansion to include the remaining quadrants of the intersection should also be evaluated.	Louisville Metro Planning & Design Louisville Metro Council	Short
LU-2	Designate north side of Shelbyville Road, from 1-264 to St. Margret Mary as Suburban Marketplace Corridor Form District (SMCFD)	Louisville Metro Planning & Design Louisville Metro Council	Short
LU-3	Designate existing SMCFD (north of Shelbyville Road/west of Hurstbourne) as Campus Form District	Louisville Metro Planning & Design Louisville Metro Council	Short
LU-4	Designate existing SMCFD along Shelbyville road from Tamarisk Parkway east as Neighborhood Form District	Louisville Metro Planning & Design Louisville Metro Council	Short
LU-5	Designate SMCFD adjacent to Bunsen Parkway as Campus, Suburban Workplace, and Neighborhood Form Districts (see map).	Louisville Metro Planning & Design Louisville Metro Council	Short
LU-6	Encourage new development at Shelby Campus to include a mix of uses to promote more internal trip capture and balance peak hour trips	University of Louisville Louisville Metro Planning Commission	Medium

LU-7	As Oxmoor Farm develops, use single-family detached homes (parcel 9A) followed by a single row of attached homes (townhouses, condominiums or patio homes) facing and closest to Linn Station Road with higher density residential further west on parcels 7C and 9B, as a transition from the City of Hurstbourne to the higher density multi-family, retail, and office uses proposed	Bullitt Farm Trust Louisville Metro Planning Commission	Long
LU-8	Continue the Planning Commission policy recommendation drafted in 1986 establishing Whipps Mill Road as the eastern edge for linear retail development along Shelbyville Road; recognizing the triangular land area formed by Whipps Mill, Shelbyville Road and Lyndon Lane as appropriate for transitional land uses while maintaining residential character	Louisville Metro Planning & Design Louisville Metro Planning Commission	Short
LU-9	Require new or significantly expanded institutional uses to match residential forms (height, setbacks, and spacing) in any Neighborhood Form District	Louisville Metro Planning & Design Louisville Metro Planning Commission City of Hurstbourne	Short

## LU – 1, 3 & 4



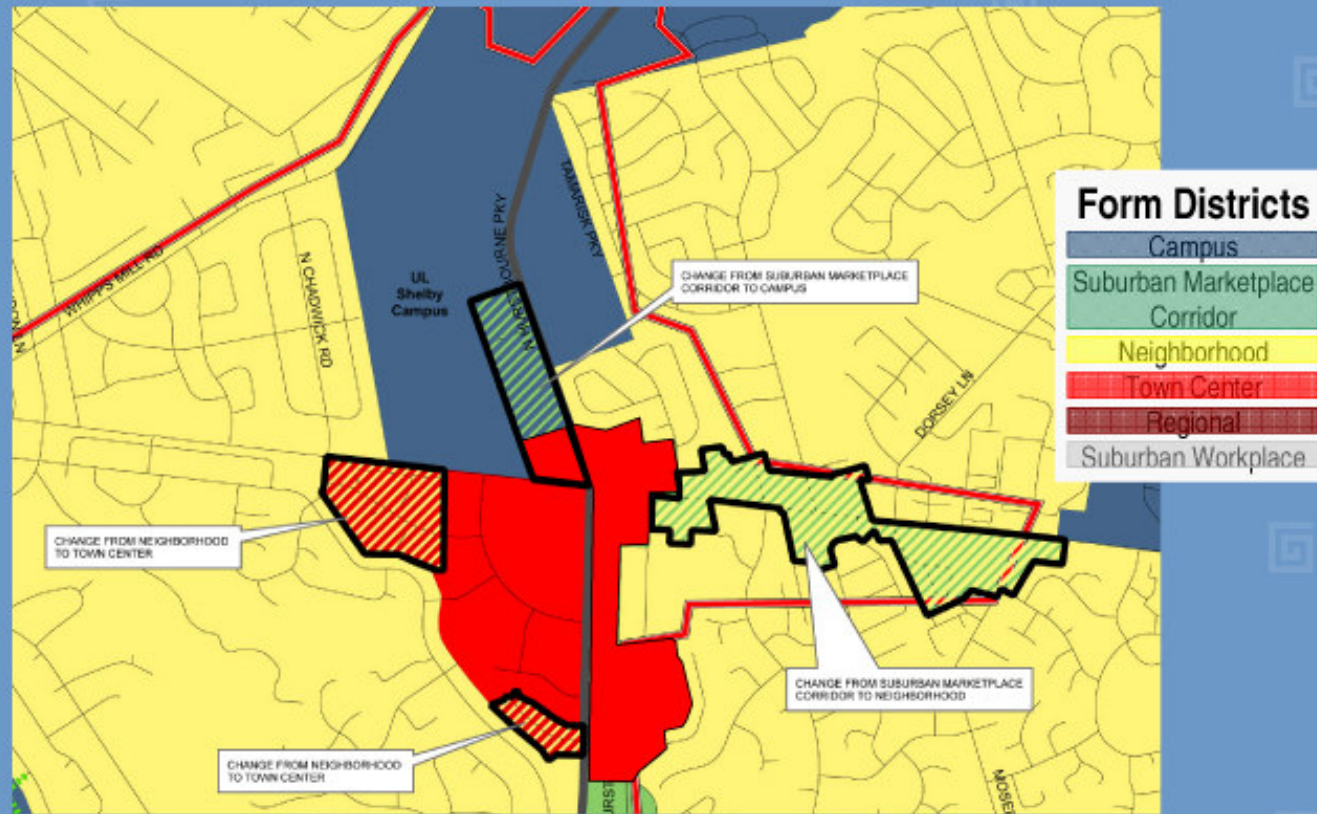
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Option "A" – Expand Town Center only to incorporate multi-family



## LU – 1, 3 & 4

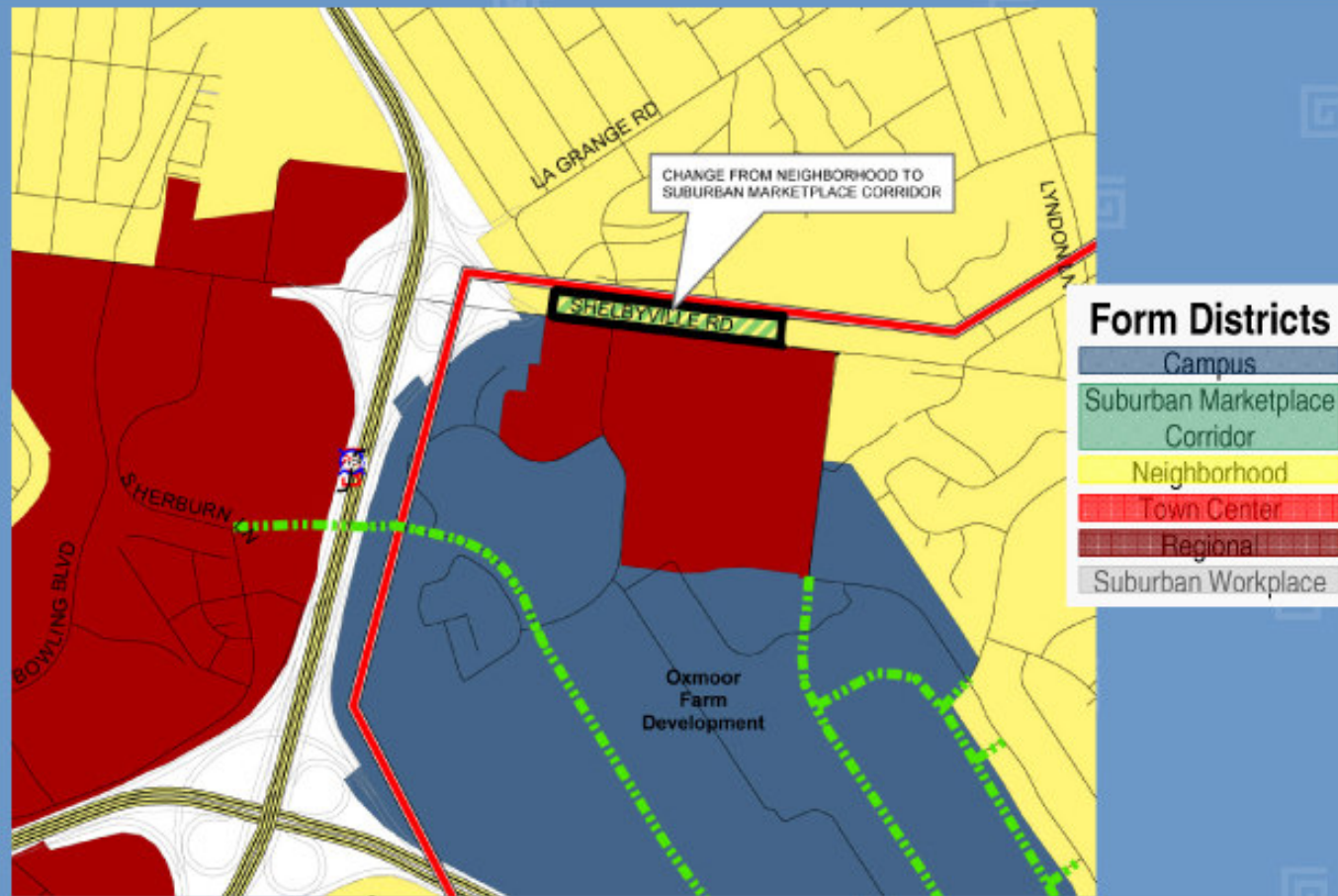


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Option "B" – expand Town Center to also include all 4 corners of intersection (Suburban Marketplace Corridor to Town Center)

## LU - 2



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# LU - 5



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## LU-7



Oxmoor Farm Phasing Plan



**“Attached  
Village Homes”**

**“Single Family  
Estates”**

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## Community Character Recommendations

Short: 0-2 years; Medium: 2-5 years; Long: >5 years

The Hurstbourne Area study encompasses different communities each with their own character traits. Even the corridors of Hurstbourne Parkway and Shelbyville Road display different characteristics as you travel along them. The recommendations of this study strive to maintain and strengthen each of these unique character districts while incorporating common elements to transition between the neighborhoods.

Recommendations provide for the enhancement and preservation of the mature vegetation present throughout the entire study area. The mature trees in several of the neighborhoods and along portions of the roadway corridors are essential elements which create a cohesive feel to the different communities within the study area. Additional detailed master plans are needed for streetscape elements which will provide specific detail for compatible elements within the areas of development and along the corridors.

	Recommendation	Implementation Responsibility/Agency Involvement	Timeframe
<b>Cornerstone 2020/LDC</b>			
CC-1	Develop streetscape schematic plan and construction plans detailing landscaping, buffering, setbacks, signage, and street furniture based on corridor specific recommendations for Hurstbourne Parkway and Shelbyville Road that strengthens the residential or mixed use character of each roadway segment	Louisville Metro Planning & Design Louisville Metro Council	Medium
CC-2	Apply the Oxmoor Farm Pattern Book requirements that address streetscape design for Bunsen Parkway to include the entire Bunsen Parkway corridor	Louisville Metro Planning & Design Louisville Metro Council	Short
CC-3	Develop a gateway and landscape master plan as part of the planned Shelby Campus improvements to help create a unique identity for the project while ensuring compatibility with its surroundings	University of Louisville Louisville Metro Planning & Design	Medium
CC-4	Develop a Greenway Master Plan to link the planned Oxmoor Farm and Shelby Campus planned open space networks with A.B. Sawyer Park, Forest Green greenway, and MSD's Whipps Mill basin	Louisville Metro Council	Long
<b>Policy-Programmatic</b>			



	<b>Recommendation</b>	<b>Implementation Responsibility/Agency Involvement</b>	<b>Timeframe</b>
CC-5	Develop a program to install street trees in existing verge areas along Shelbyville Road and Hurstbourne Parkway to help unify the character of each corridor and create a more inviting pedestrian environment	Bullitt Farm Trust Louisville Metro Planning & Design	Medium
CC-6	Prepare a maintenance and replacement plan for existing and new vegetation to preserve the tree-lined character of Shelbyville Road	Louisville Metro Planning & Design City of Hurstbourne	Short
CC-7	Implement an education program (i.e., informational flyers) for the properties and businesses within the study area on maintenance and care of existing trees	Louisville Metro Planning & Design All area cities and neighborhoods	Short
CC-8	Develop a community-wide program to identify and educate the public on areas of historical, cultural, or environmental significance through unified design elements such as historic markers or informational plaques promoting their importance to the community. Use these interpretive elements to help visually and functionally link the complete transportation network (road corridors, walking paths/greenways, and bike lanes)	Louisville Metro Planning & Design City of Hurstbourne Bullitt Farm Trust University of Louisville	Long
<b>Infrastructure</b>			
CC-9	Develop “Gateway” plans at Whittington and Shelbyville Road, Whittington and Hurstbourne Parkway, and Shelbyville Road and Hurstbourne Parkway to strengthen the Town Center identity	City of Hurstbourne	Medium
CC-10	Develop a phasing plan to implement landscape islands in center of Shelbyville Road where left turn movements are not needed (this recommendation may be modified to accommodate future Bus Rapid Transit-see Mobility recommendation M-12)	Louisville Planning & Design Kentucky Transportation Cabinet Louisville Metro Works Department	Long
CC-11	Develop “Gateway” plans where Linn Station, Leesgate, and Seaton Spring intersect with Nottingham Parkway to create a more visual transition between non-residential and residential areas of Hurstbourne	City of Hurstbourne	Medium

## CC – 1

Develop streetscape schematic plan and construction plans detailing landscaping, buffering, setbacks, signage, and street furniture based on corridor specific recommendations for Hurstbourne Parkway and Shelbyville Road that strengthens the residential or mixed use character of each roadway segment



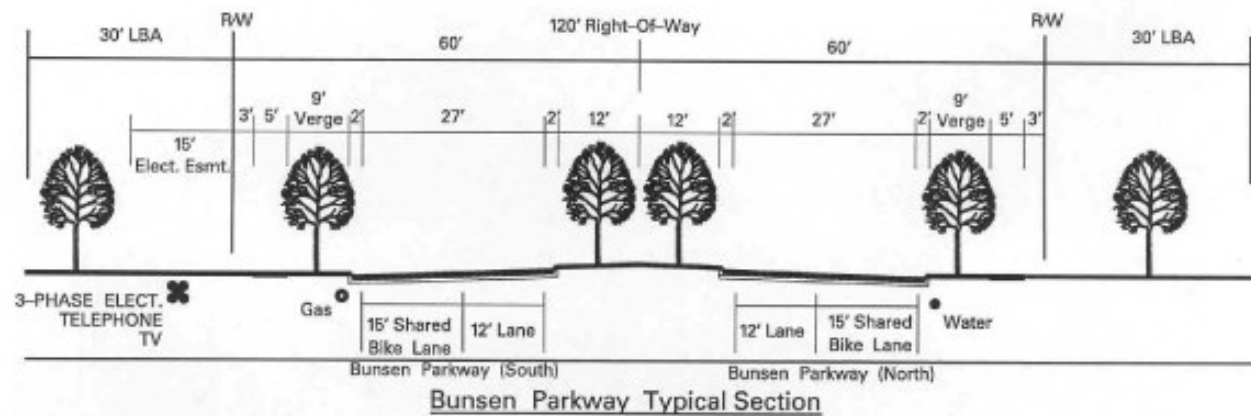
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## CC - 2

Apply the Oxmoor Farm Pattern Book requirements that address streetscape design for Bunsen Parkway to include the entire Bunsen Parkway corridor

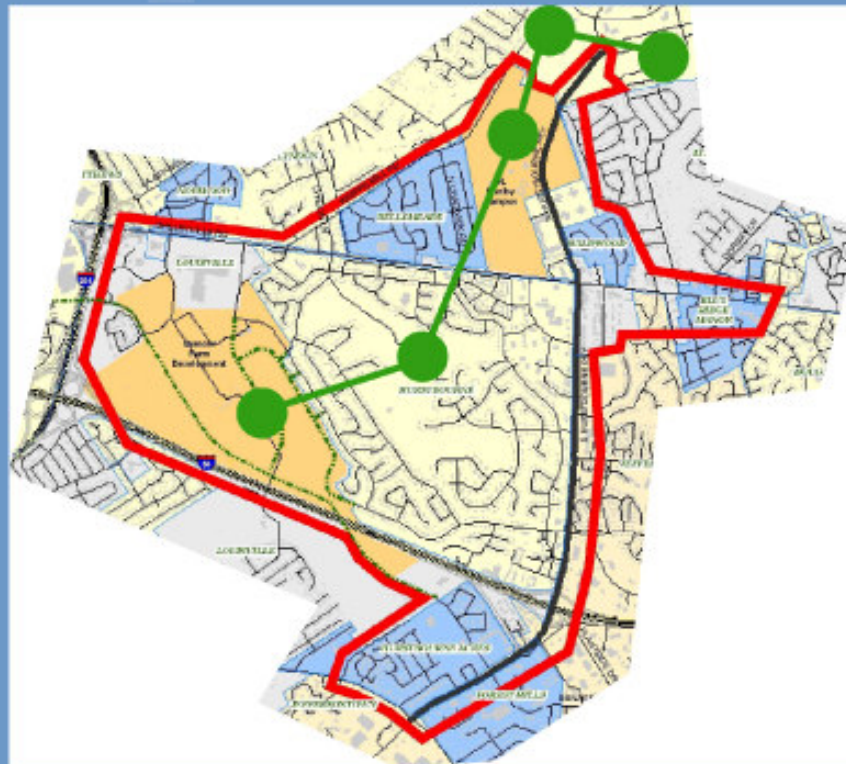


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## CC - 4

Develop a Greenway Master Plan to link the planned Oxmoor Farm and Shelby Campus planned open space networks with A.B. Sawyer Park, Forest Green greenway, and MSD's Whipps Mill basin



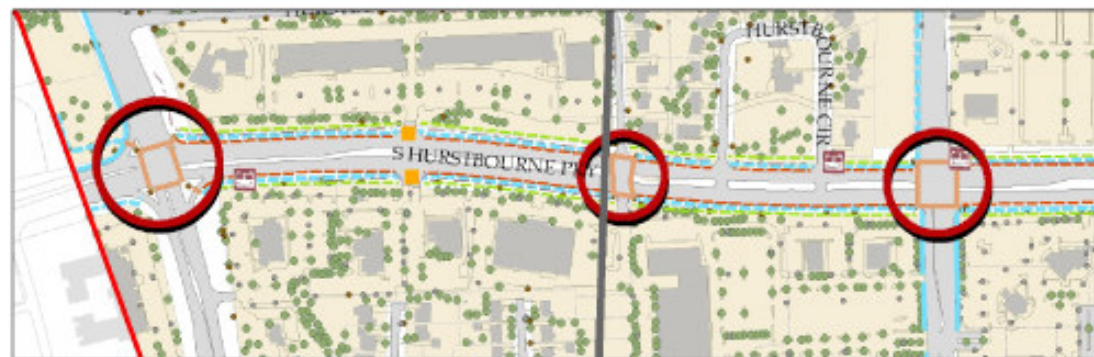
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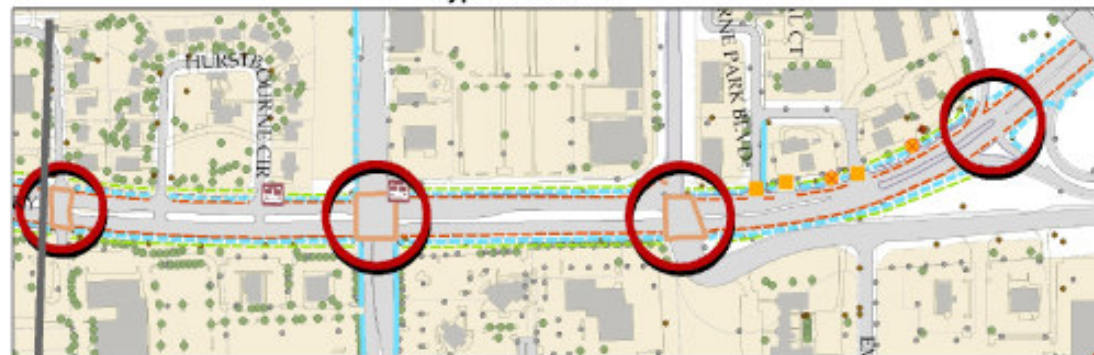


## CC - 5

Develop a program to install street trees in existing verge areas along  
Shelbyville Road and Hurstbourne Parkway to help unify



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## CC - 11

Develop "Gateway" plans where Linn Station, Leesgate, and Seaton Spring intersect with Nottingham Parkway to create a more visual transition between non-residential and residential areas of Hurstbourne



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## Mobility Recommendations

Short: by 2009; Medium: by 2014; Long: >2014

Mobility related issues represent some of the greatest challenges to improving the Hurstbourne area. The solutions to improving mobility in this area are complex, sometimes far reaching, and involve increasing choices. Many of the recommendations are broad-based, identifying a direction for more detailed study and analysis. The solutions fall into three general categories—increasing capacity, reducing vehicular trips, and traffic management. All of the recommendations, particularly those affecting future infrastructure improvements, should include a comprehensive public involvement component as part of the process.

The timeframes associated with implementing the Mobility recommendations are greater than those for the Land Use and Community Character recommendations. These longer timeframes reflect the fiscal and political realities of mobility infrastructure projects.

	Recommendation	Implementation Responsibility/Agency Involvement	Timeframe
<b>Cornerstone 2020/LDC</b>			
M-1	Plan and design new roadways or roadway improvements as “Complete Streets” which include bicycle, pedestrian, and transit facilities to increase modal choice and reduce vehicular trips	KIPDA KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Short
M-2	Develop or improve additional North-South (i.e., Moser Road, Christian Way) and East-West (i.e., Westport Road, Bunsen Parkway) routes to reduce volumes on Hurstbourne Parkway and Shelbyville Road (see M-22, M-23, M-28)	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Long
M-3	Investigate Bus Rapid Transit for both the Shelbyville and Hurstbourne corridors, considering opportunities to phase BRT programs in over time to implement pilot projects quickly using existing road infrastructure	TARC KIPDA KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Short
M-4	Create a network of bicycle and pedestrian facilities throughout study area along priority corridors (see map)	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design City of Hurstbourne	Short-Long
M-5	Improve TARC facilities along all routes throughout study area	TARC	Short-Long

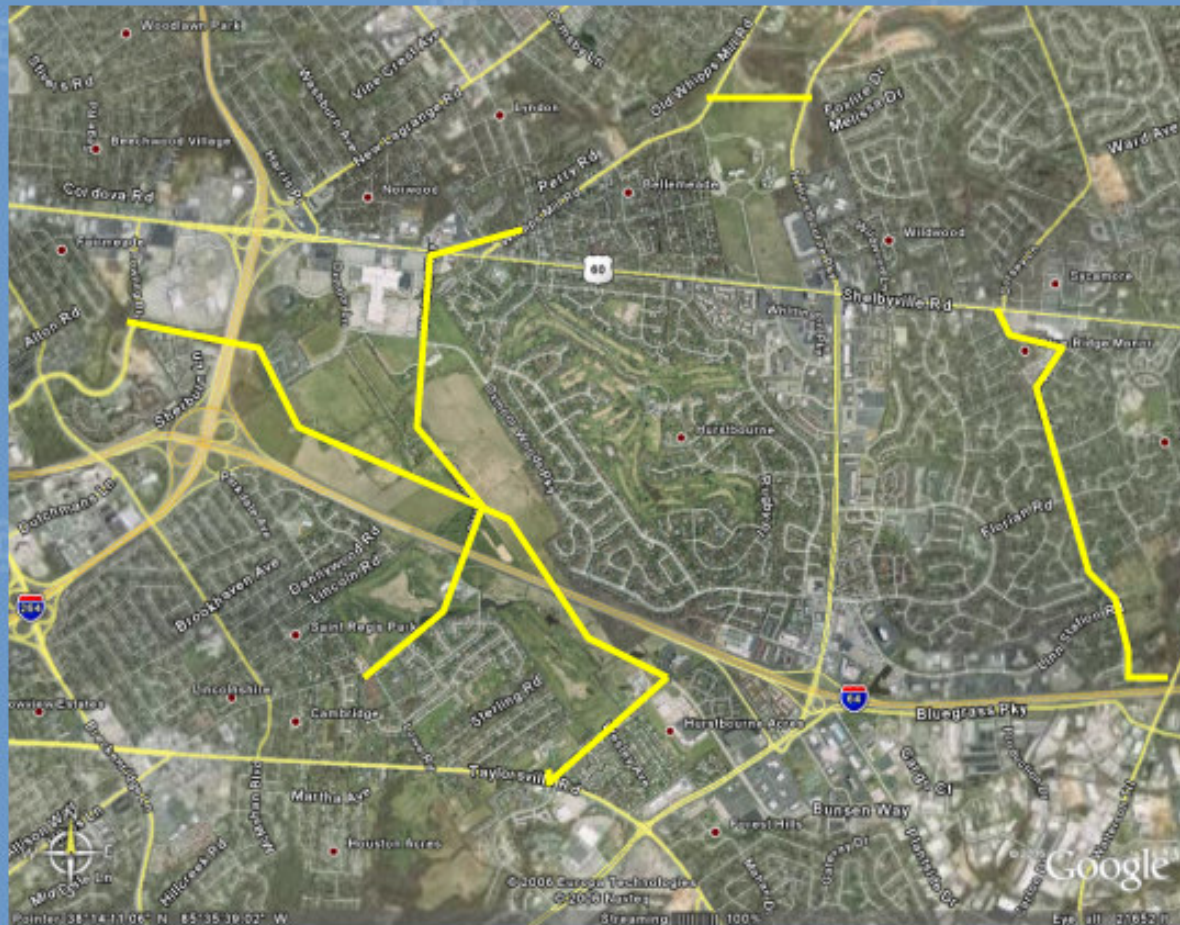
	Recommendation	Implementation Responsibility/Agency Involvement	Timeframe
<b>Policy-Programmatic</b>			
M-6	Develop a Transportation System Management Program (TSM) including signal coordination, expansion of TRIMARC, and access management	Louisville Metro Planning & Design (Transportation Planning) KYTC District #5 Louisville Metro Works	Short
M-7	Develop an area-wide Transportation Demand Management Program (TDM) to reduce peak hour trips	Louisville Metro KIPDA Jeffersontown Chamber of Commerce Area businesses Future Oxmoor Farm businesses Future Shelby Campus businesses	Short
M-8	Implement an Access Management Program to coordinate access management recommendations along the Hurstbourne and Shelbyville Road corridors	Kentucky Transportation Cabinet	Short
M-9	Create a TARC circulator route serving the commercial areas along Shelbyville Road and Hurstbourne Parkway, evaluating routes, stops, and frequency. This alternative might begin as a pilot project implemented during the holiday season.	TARC Area Business Associations	Short
M-10	Develop neighborhood traffic calming plans to determine need (speed control vs. volume control), obtain community input, and select traffic calming techniques and specific locations	City Councils/Neighborhood Associations Louisville Metro Works	Short
M-11	Begin a feasibility study for a Continuous Flow Intersection (CFI) at Shelbyville Road and Hurstbourne Parkway including a cost/benefit analysis	KYTC District #5	Medium
M-12	Start a Scoping and Interchange Justification Study for an interchange on I-64 between I-264 and Hurstbourne Parkway considering both a full and partial interchange	KYTC District #5 Louisville Metro	Long
M-13	Expand the TRIMARC monitoring and freeway management program to include Shelbyville Road and Hurstbourne Parkway	TRIMARC KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Long
M-14	St. Margaret Mary to implement a student drop-off plan that strongly encourages increased use of the rear drop-off location to avoid stacking traffic onto Shelbyville Road	St. Margaret Mary	Short

	Recommendation	Implementation Responsibility/Agency Involvement	Timeframe
<b>Infrastructure</b>			
M-15	Restrict westbound left turns to Blue Ridge Road or Relocate Blue Ridge Road to eliminate left turn conflicts between Blue Ridge Road and Dorsey Lane	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design Blue Ridge Manor	Short
M-16	Conduct a full signal warrant analysis and delay study on Hurstbourne Parkway at Tamarisk Parkway	KYTC District #5	Short
M-17	Form connections between Old Dorsey Place Subdivision and existing signalized intersections on Hurstbourne Parkway	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design Old Dorsey Place	Short
M-18	Evaluate a signal at Shelbyville Road and Whipps Mill (not needed if M-23 is implemented)	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Short
M-19	Remove 8 Mile Center signal. Possibly relocate signal to Whipps Mill if warranted by M-18	KYTC District #5	Short
M-20	Widen Shelbyville Road westbound to include three through lanes from Whipps Mill Road to Arterburn Drive (or from Christian Way if M-23 is implemented)	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Short
M-21	Widen Shelbyville Road eastbound to include three through lanes west of Whipps Mill Road (not needed if M-23 is implemented)	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Short
M-22	Extend Christian Way north, across Shelbyville Road, to make connections with New LaGrange Road, North Whipps Mill, and Lyndon Lane	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Short-Medium
M-23	Diagrammatic signing for I-264 ramps	KYTC District #5 Louisville Metro Works	Short
M-24	Construct planned Whipps Mill / Hurstbourne Parkway / Shelbyville Road connection through Shelby Campus	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Short (2008)
M-25	Construct planned Shelbyville Road / Hurstbourne Parkway intersection improvements adding additional left turn lanes (south and eastbound approaches)	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Medium (2010)
M-26	Construct planned widening of southbound Hurstbourne Parkway to three through lanes from Shelbyville Road to Linn Station Road	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Medium (2011)

	<b>Recommendation</b>	<b>Implementation Responsibility/Agency Involvement</b>	<b>Timeframe</b>
M-27	Construct planned I-64 / Hurstbourne Parkway interchange improvements	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Medium (2012)
M-28	Construct Bunsen Parkway extension in one phase	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Medium (2012)
M-29	Construct a connection between Bunsen Parkway and Taylorsville Road along Blowing Tree Road, evaluating the feasibility of Blowing Tree Road as a frontage road rather than the primary route to protect existing residences and minimize access points	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Medium (2012)
M-30	Widen Hurstbourne Parkway to six lanes through Taylorsville Road	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Long
M-31	Locate and implement park and ride lots with transit centers at major pedestrian trip generation locations along Hurstbourne and Shelbyville Road	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design TARC	Long
M-32	Improve existing pedestrian facilities throughout the study area	KYTC District #5 Louisville Metro Works Louisville Metro Planning & Design	Short - Long



## M - 2

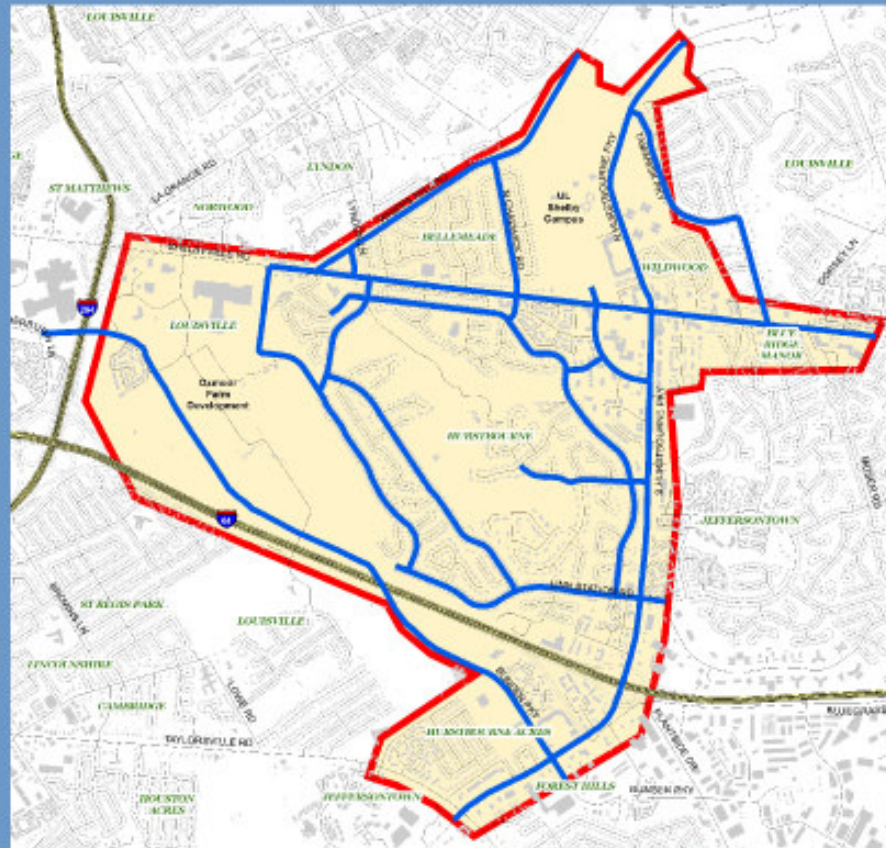


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## M - 4

Recommended network of bicycle and pedestrian facilities throughout the study area



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## M - 6 & M - 7

### Transportation Demand Management Program (TDM)

#### Alternatives to the Single Occupant Vehicle

- Transit alternatives
- Carpooling
- Van pooling
- Improved Pedestrian Facilities
- Improved Bicycle facilities
- Improved site development design to better accommodate pedestrian and bicycle transportation

#### Incentives and Disincentives

- Employer Support measures
- Preferential HOV Treatments
- Transit and Ridesharing Incentives by Employers

#### Alternative Work Arrangements

- Variable work hours
- Alternative work schedules
- Telecommuting/Work-at-Home options

### Transportation System Management Program (TSM)

#### Signal Phasing and Timing

#### Signal Coordination

- KYTC consider expansion of the existing Shelbyville Road system, which ends at 8 Mile Center, to Wildwood Lane and coordination of the Shelbyville Road system with the Hurstbourne Pkwy. System

**ITS applications (better traffic monitoring and information to travelers thru detectors, cameras, DMS, Highway Advisory Radio, etc)**

#### Reversible Lanes

#### Incident Management (detecting, responding to, and clearing incidents)

- Expand the TRIMARC monitoring and freeway management program to include Shelbyville Road and Hurstbourne Parkway

#### Access Management (driveway location and design, signal location, median location and design, etc)

- Implement an access management program to control, monitor, and implement access management recommendations

#### Ramp Metering

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## M - 8

### Access Management Recommendations



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## M - 10

Develop neighborhood traffic calming plans

- Lyndon Lane
- Nottingham Parkway
- Leesgate Lane
- Linn Station Road
- Colonel Anderson Parkway
- Oxmoor Woods Parkway
- Chadwick Road
- Bellemeade



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## M - 10

### Recommended Traffic Calming Techniques



#### Speed Control

- Revised or reinforced signing
- Raised cross walk
- Narrowing with bike lanes
- Lateral shifts or curves
- Narrowing intersections
- Traffic circles

#### Volume Control

- Gateway treatments
- Random roadblocks
- Strategically placed full and partial street closures



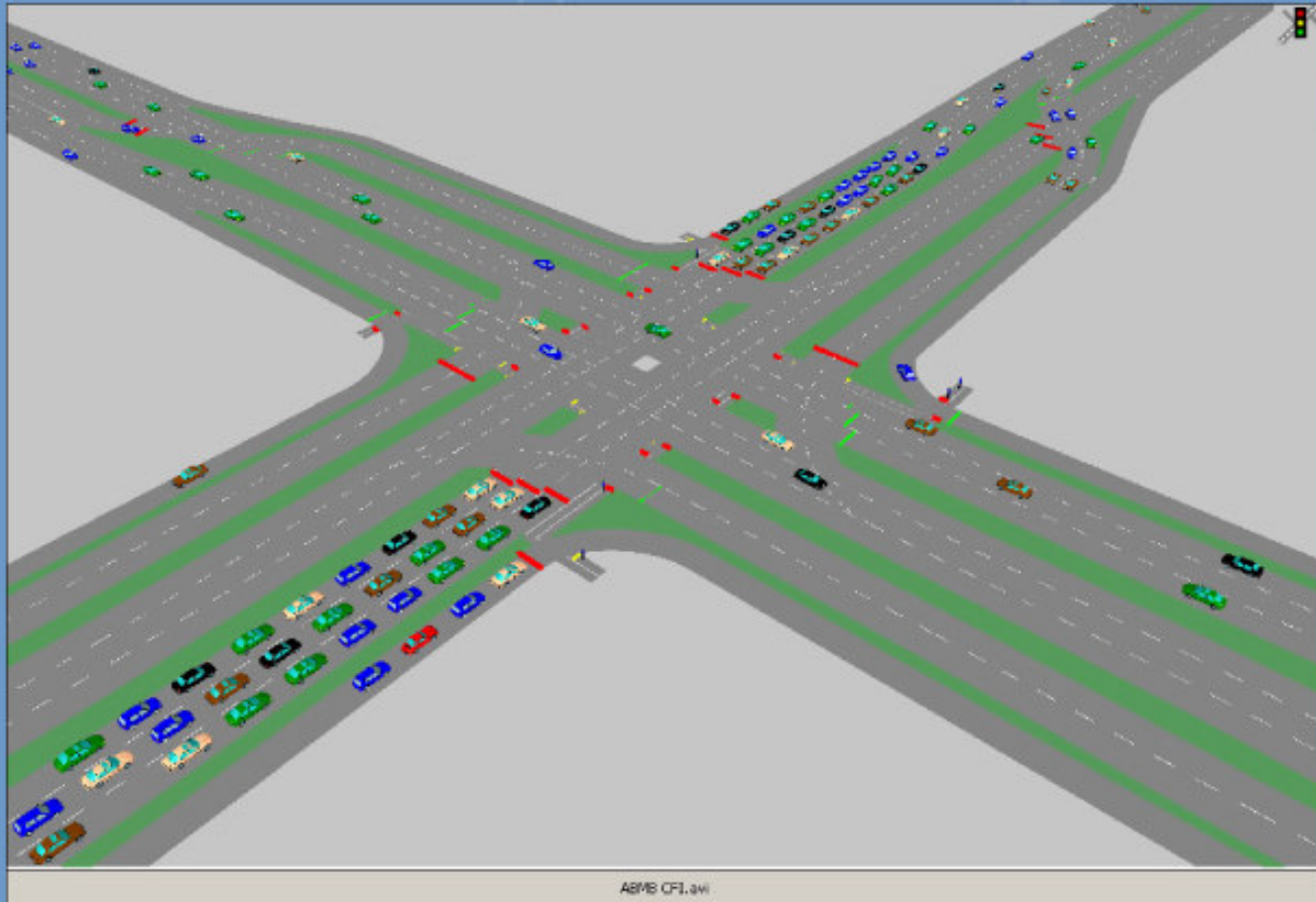
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List represents those techniques that could be applied but should be evaluated as part of a comprehensive traffic calming plan for the City.  
Any traffic calming should be preceded by a public process to obtain buy in from affected property owners.

## M - 11

Begin a feasibility study for a Continuous Flow Intersection (CFI) at Shelbyville Rd. and Hurstbourne Pkwy.

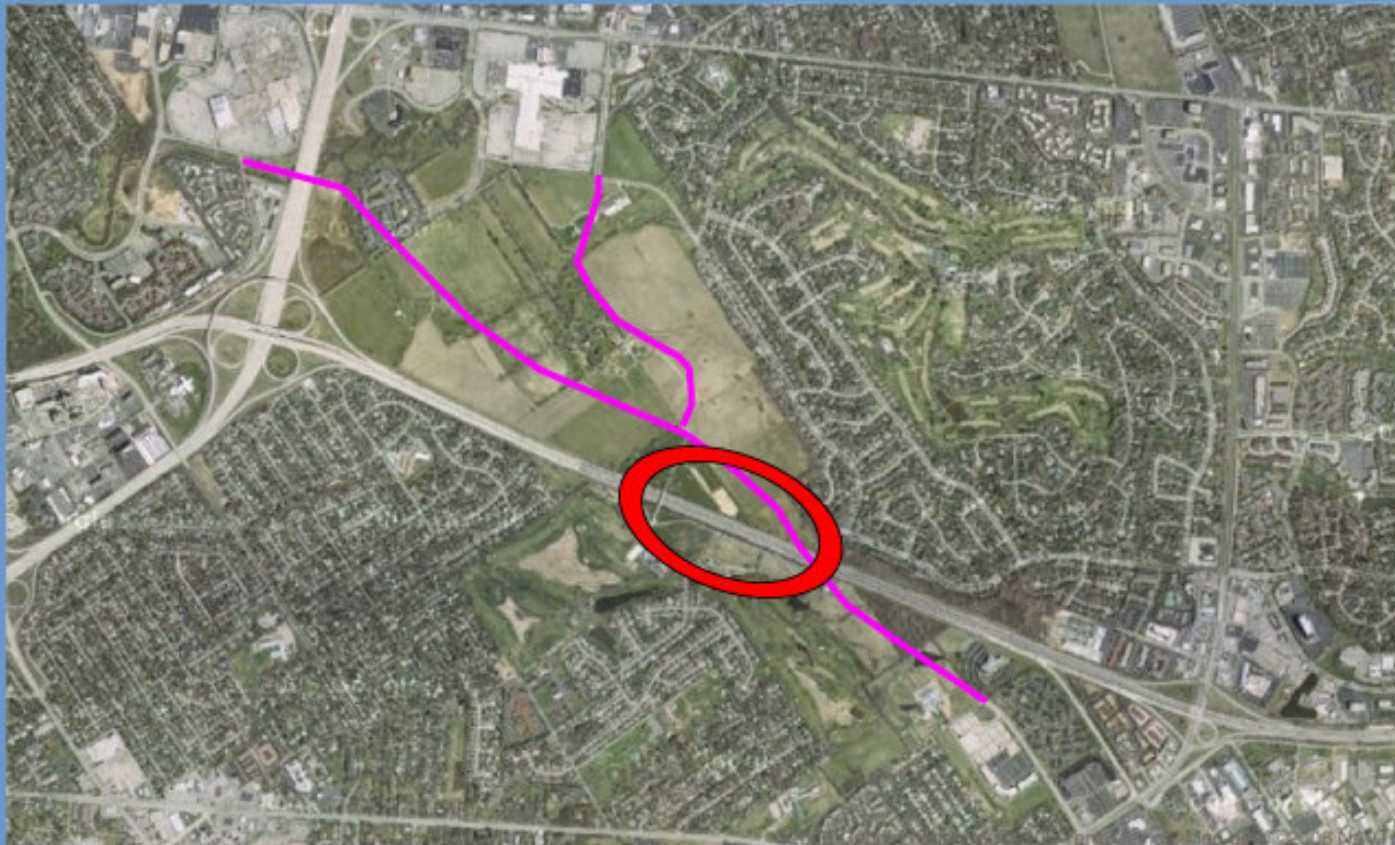


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## M - 12

Start a Scoping and Interchange Justification Study for an interchange on I-64 between I-264 and Hurstbourne Parkway



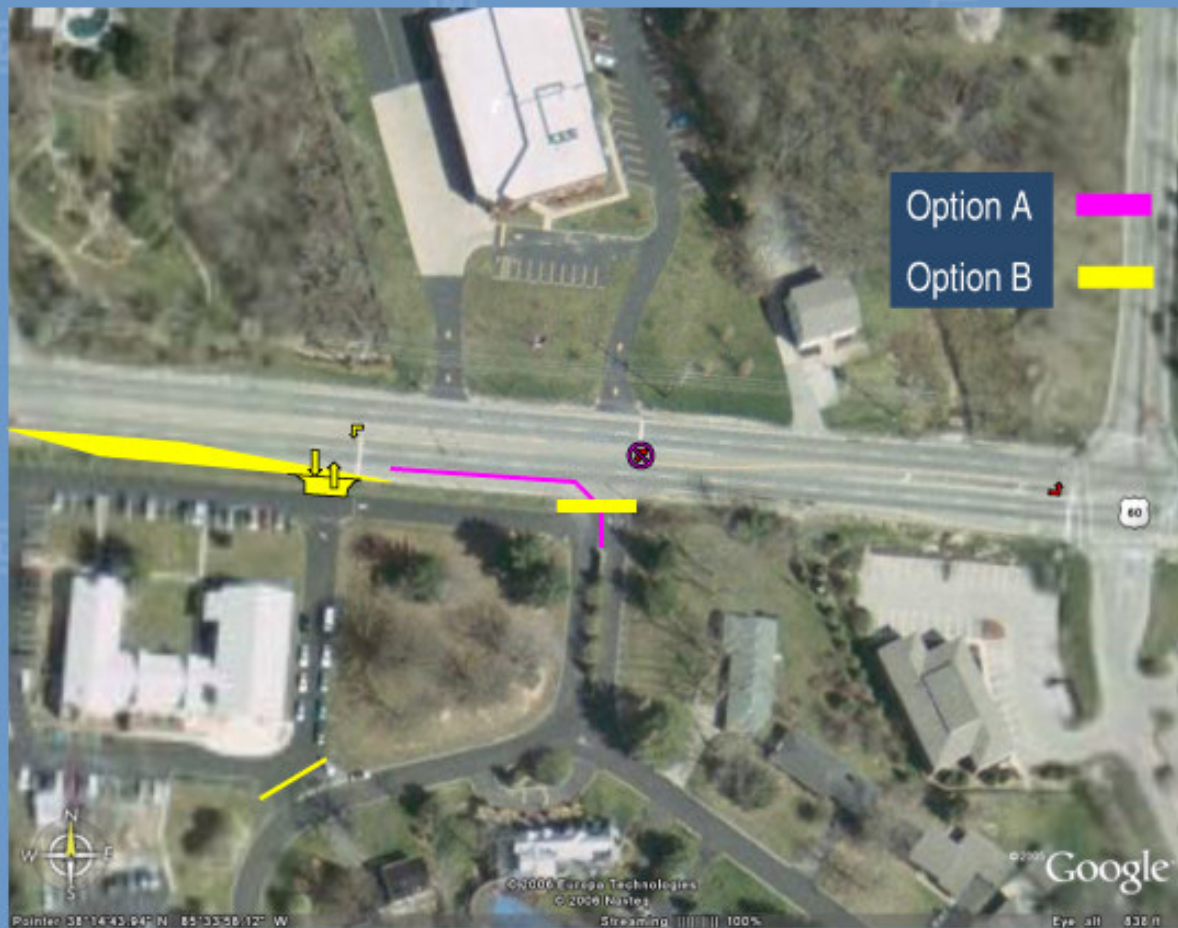
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## M - 15

Restrict westbound left turns to Blue Ridge Road or Relocate Blue Ridge Road

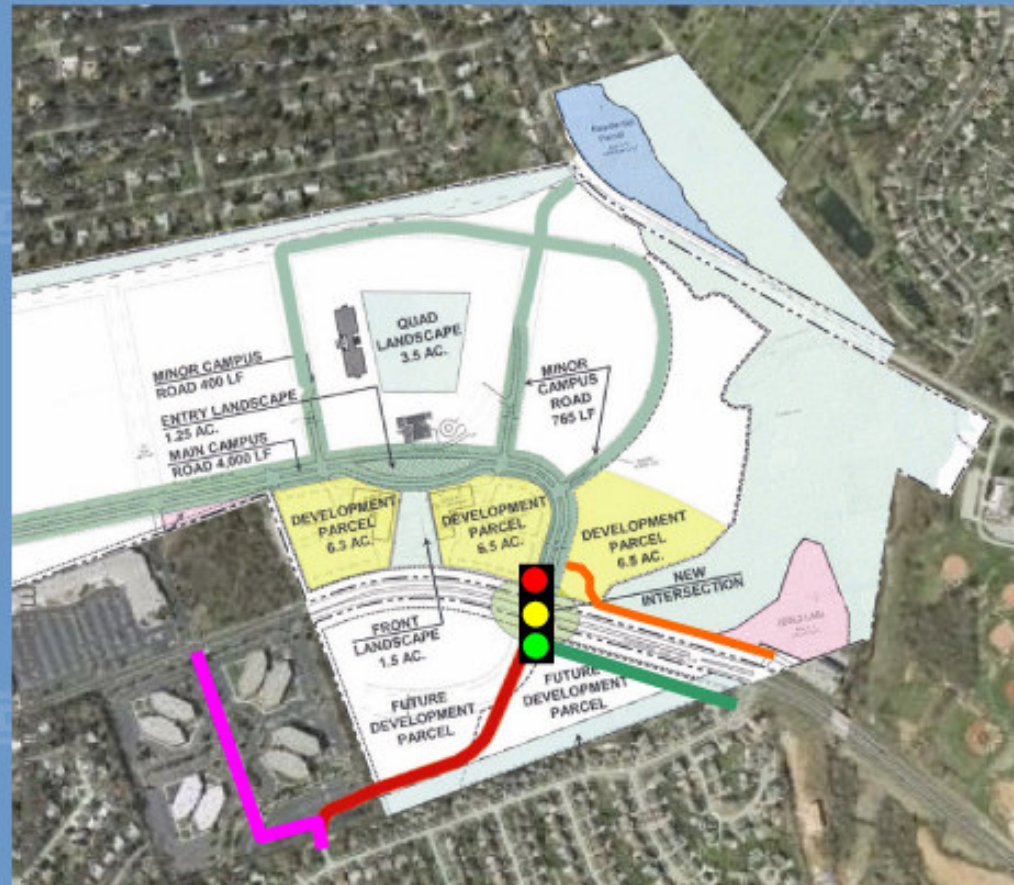


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## M - 17

Form additional connections between Hurstbourne Pkwy. and Old Dorsey Place subdivision



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Dorsey Way to Forrest Bridge Rd.





[illegible]

First Stage Development  
0-5 Years  
March 11, 2001

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